

INFORMATION REPORT INFORMATION REPORT**CENTRAL INTELLIGENCE AGENCY**

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COUNTRY **Hungary**
SUBJECT **Road Data/Bridges**

REPORT

DATE DISTR. 5 May 1959

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THIS IS UNEVALUATED INFORMATION

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1. An all weather concrete road [B924] ran from Siofok north northeast to Szekesfehervar. The same type all weather concrete road [B924] ran from Siofok southward to Szekszand via Tamasi and Zomba. From Tamasi another all weather concrete road [B924] ran north northeast to Szekesfehervar via Czece and from Tamasi south southwest to Bonyhar.
2. The above roads were considered to be first class highways. They were over six meters wide, in good condition and were constructed for heavy usage. These roads were used extensively by the military. The terrain over which the all weather roads ran consisted of small rolling hills. The curves on the roads were shallow and high speeds could be attained on them.
3. The subbase of the roads consisted of natural clay, sand and gravel. The base of the roads consisted of crushed rock, the next layer was gravel and crushed rock, and the top layer was concrete. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the roads.
4. Two highway concrete-steel bridges approximately five meters wide were located between Siofok and Tamasi. These bridges were in good condition. The load capacity of these bridges was from 40 to 50 tons. Another highway concrete-steel bridge, approximately five meters wide, was located south southwest of Lepeny. It also was in good condition.
5. Three highway concrete-steel bridges were located between Tamasi and Czece. All of these bridges were over five meters in width and their load capacity was 40 to 50 tons.
6. A number of all weather roads [B903] ran in the vicinity of Belaton-Bozsok, Bag and Simontornya, east southeast of Siofok. These were loose surfaced and designed for heavy usage. The base of the roads consisted of natural clay, sand and rocks. The top layer was crushed rock surfaced with sand. The roads were over six meters wide.

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7. In the same vicinity of the above all weather roads [903] there were other loose surfaced all weather roads [909] from three to five meters in width. These had the same type of road foundation as the all weather roads. [903] Heavy type vehicles were able to travel on these roads.
8. A number of loose surface, dry weather roads [934] ran in the vicinity of Balaton-Bozsok, Mezo, Eying and Sio-Maros. These villages and settlements were located east and southeast of Siofok. The roads were usable only in good weather. During winter or when the rains were heavy, the roads became potholed and deeply rutted and it was easier to get off the roads and ride alongside on the fields. Continual maintenance was required and this was performed by the farmers and villagers.
9. A highway concrete-steel bridge and a railroad steel track bridge was located at Szabadhidveg. Both bridges crossed the Sio-csat River which flows northwest-southeast. The highway bridge was from three to five meters wide and was in good condition.

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